

♦AVANZ NEWS♦

Issue 70

February/March 2003

FROM THE EDITOR

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AVANZ

Information.

Sorry NO Plans.

Last issue we wished you a great modelling New Year, and for those who have been to the major events so far it has been just that. The Nationals were blessed with wonderful weather, fine with light breezes most days. The turnout in Vintage benefited from this with most entries actually flying all their events. At the Gareth Newton Memorial event in Levin we also had good weather but entries were a little down due in part to a clash of dates with other events in the area. Reports on both these are elsewhere.

It has been a bit of a busy period getting models ready as well as getting to and from these distant venues, but the real fun is meeting up with old friends and swapping yarns as well as the low key competition. I seem to have got onto a bit of a Nostalgia bent as well with the purchase of a number of diesel motors to replace those of my boyhood. In addition a club mate spent a bit of time on one I had retained from that period, which never ran for me then. He has sorted it and now it runs great right up to the test figures of the day, I was rapt with that. Fly a ways have been a bit of a habit of late too with the good weather. I consider most of my models are not good enough to need a DT but have been proved wrong, in one case expensively so. This has lead to frantic DT application to my fleet and we have made enquiries to make up some lightweight beepers to assist location of the wayward beasts.

On the historic front, our past Secretary Myrtle has sent in what is a priceless group of pictures about one our NZ aircraft pioneers which follows on from our series on the early Wellington modelling scene which continues on

Now this year is the "Centenary of Manned Flight" year which is being celebrated in a number of ways in our modelling circles, BUT for us Vintage modellers it is the 50th anniversary of the first flight of the R6B one of New Zealand's most famous designs... SO we are proposing an R6B 50th Anniversary Celebration for Queens Birthday weekend. Find details inside.

The AVANZ AGM held in Levin early this month voted for the winding up of the Association as a stand alone incorporated body in favour of reverting to AVANZ being a sub committee of the NZMAA Vintage Technical committee. This is to be confirmed at a meeting in March but seems destined to be approved. Personally I believe this to be a practical move as our membership has dwindled to the point where a separate incorporated body seems inappropriate. This move will have no practical effect on the AVANZ organisation as the committee will remain the same and this newsletter will still be published in the same manner. So keep those contributions flowing . Till next time best of flying Graham Main

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George Bolt. A New Zealand Aircraft Pioneer and Aeromodeller



George Bolt with his Twin Pusher, won a trophy at the Canterbury Model Aero Club 1912 with a distance of 1200 ft plus.

In AVANZ News No 69 the article on Early Wellington Aero-modelling mentioned that "Flt. Lt. G. B. Bolt came out during the day" to the site where the Wellington members were flying. In a letter to the AVANZ secretary Myrtle Clarke his son Richard gave this account of his father's aeromodelling. Ed.

"First, yes, the Flt. Lt. G. B. Bolt referred to in that article was my father. He had always been keenly involved with modelling and as I think you know was something of a pioneer in N.Z. aviation circles. He built and flew his own hang glider (Chanute style) in Christchurch around 1912—then became pilot/instructor and engineer at the Walsh brothers Flying School in Auckland (1914–1923), flew the first airmails 1919—pilot/instructor and engineer at the Wellington Aero Club in the early thirties—Chief pilot, Cook Strait Airways 1936–39 a wartime Wing Commander engineer—then finally Chief Engineer to Air New Zealand (then Tasman Empire Airways Ltd – TEAL) for some 15 years.

He was a founder member of the Christchurch Aero Club and won a number of early competitions. Most of the models seem to have been 'twin pushers' - built on an A Frame of spruce – warped birch propellers - and the objective was distance rather than duration. I came to know a bit about these as my father caused me to replicate them during my own modelling activities in the late thirties.

I personally recall some of the Wellington Model Aero Club meetings at Strathmore Park in 1933 and 34 - and some of the indoor meetings at various locations including the Winter Show building. Outdoor models tended to be fairly rugged in their construction (Wellington winds) whereas by contrast the indoor models were ultra light and delicate - microfilm covering on wings (a quite new innovation then) and capable of extraordinary duration performances in halls with high ceilings and no draughts. I can well remember some of the members—Hill, Colin Philpott, Beale, Finlayson, - but I note that one of your contributors is Arthur Pearce and I can remember him too as a most accomplished modeller and far better placed than I to describe those early days. Bert Hobday and his son Alf of Feilding were masters of the indoor modelling art.

The first petrol engined model of my fathers was quite interesting- very rugged construction in plywood and spruce—Functional but not pretty! The engine was a 25 cc. Two stroke coupled with a Bosch magneto, the whole unit weighing 5 lbs. So with the wing loading quite high (the whole model weighed 10 lbs) the model was quite fast and had to be rugged to withstand its 'returns to earth' not all of which went according to plan as the news clipping tells!

I hope these scraps and comments may be of interest, with kind regards Sincerely Richard Bolt 18/1/92



George Bolts Petrol model 1933

From a newspaper clipping of June 5 1933.

Engined Model Aeroplane

The Wellington Model Aeroplane Club has successfully flown models as small as 9 inches wingspan; now it has turned to the other extreme. On Saturday afternoon a petrol driven model was tested at Rongotai Aerodrome. The model is 9 feet span, weighs 10 lb. and is equipped with a 2/3 hp., two stroke motor weighing 6 lb and driving an 18 in. propeller at 4000 rpm. It had risen of the aerodrome and was making a circular flight restrained by a cord when the cord broke and the model flew free over the housetops. It attained a height of 300 feet and when the petrol was exhausted after six minutes, glided down, landing on the roof of a house about half a mile north of the aerodrome.

Early Wellington Aeromodelling Excerpts from "Model Aircraft" the Official Organ of the Wellington Model Aero Club. The beginnings: Part 3 of a series

Our previous accounts have covered part of 1933 and Jan 1934. This has prompted Neil McDougall to send copies of the very first issues of Model Aircraft to me so it is back to the beginnings of this Organ.

This part covers Volume 1 Issue 1 to Issue 4.

Vol. 1 No.1, May 17th 1933 was the first issue of "Model Aircraft" and seems to be a private venture by D N Milligan and maybe some others. Just a simple typed sheet affair at this stage but as we know was the beginning of bigger things to come. A bit on general model design parameters, a glossary of model Aeronautic terms and the Wellington Club report advises that Russell Ginn was presented with the Thom cup for his flight of 50 seconds in January. It also advises that the cup is now open for all type of model planes will be awarded for the best flight for each month, if the duration is greater than the existing record. Report of a successful flying meeting at Strathmore Park with Jock Finlayson putting in flights of 38 secs. And 55 secs from a hand launch. A comment is made that "what marred the meeting was the deliberate crashing of models. This was a bad advertisement for the Club" (*Wonder what they would think of Combat and slope combat now Ed*). Tinakori Club reports that they flew for seven days from several venues including Anderson Park, the Grange, Windy Peak Tinakori Hills and Strathmore Park.

Vol.1 No.2 June 7 1933 indicates a good reception for the first issue and that the public is at last taking some interest in model flying. Hints on building, Airscrew design formula are given and care of rubber motors > It advises that "good rubber should stretch seven times its own length returning to its original length. Store it in an air tight tin till required. The day before it is to be used, lubricate and replace in the tin, which should be sufficiently large to allow the rubber to expand. Never leave unvulcanised rubber exposed to the light. Before fitting the rubber motor put valve rubber over the hooks, thus preventing wear. Make rubber into a skein of the required number of strands, binding knots with cotton. After each days flying wash rubber in water, dry with French chalk and replace in tin.

Flying at Strathmore park continued with Russell Ginn retaining the Thom cup with a flight of 60 secs. Hand launched. Jock Finlayson raised the ROG record to 36 secs. An Obituary Notice proclaims the passing of "One Ton Willy" at Strathmore Park on the 13th May. "The nose was pushed back almost to the rear rubber orifice, causing immediate stoppage of the respirator. R.I.P. Rise if Possible"

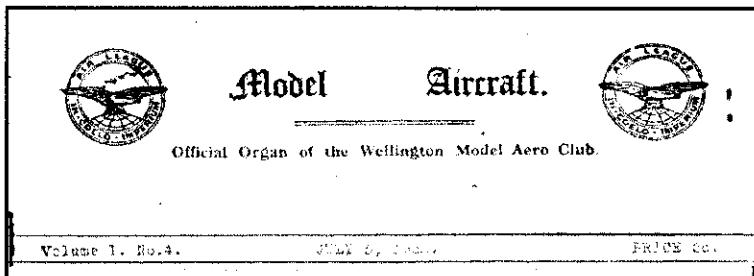
The plans list in the flying section the Dart, Kinglet, Bolus, Boys Own Paper Skywayman low wing, and B.O.P Skywayman Junior high wing fuselage model.

Vol.1 No.3 June 21st 1933 Editor Milligan proclaims "Our model has been carefully constructed and has passed it's C of A. After each flight, it will be thoroughly examined, and the necessary changes made to make its next flight more successful. The three essentials of model aeroplane construction are care, patience, and perseverance. If a model breaks, do not scrap it, but repair it. As much fun can be got out of making a neat repair as in building." (*As true today as it was then, but we are still trying to get the message across! Ed*) Other articles included Tools, Building Fuselages by Arthur Pearce and Where to fly "Never fly earlier than one hour after sunrise nor later than one hour before sunset, and never expose or fly a model in any mist, fog, rain, hail or snow" The Club report notes "An amusing interest was caused by Milligan's spar monoplane describing erratic aerobatic gyrations at about eye level and concluding the display by emulating the worthy Monsieur's Eiffel Tower feat between the outspread legs of a high flying spectator" (*reference to the Eiffel Tower I think was that around the time a French high wire artiste (Blondel?) was in the news for a high wire act on the Tower Ed*)

Vol 1 No.4 July 6th sees a change in Model Aircraft where the Editorial advises that the "Paper has been bought from its founders and donated to the Wellington Model Aero Club, by three generous members. The price went from 1 penny to 2 pence per copy with proceeds to Club funds.

The Thom Cup is noted as being the only cup yet presented to the Wellington MAC and was given for duration competition between Spar models by Mr J Thom in 1931. Although many good flights had been made since then it was not awarded till January 1933 to Russell Ginn for a flight of 55 secs when the rules were altered to include fuselage models. Other articles were on an Essay competition, and the Club notes advise that the Wellington College MAC had 120 members, "A record for NZ"

To be continued.



The 55th NZMAA Nationals. Vintage events.

From the Editor and Neil McDougall

The Conditions: As noted in the Editor's column, the weather was near perfect for flying all classes. Lift was strong when you had it but there were accompanying down in heaps if you missed. But it was absolutely the best five days of flying weather that your Ed can remember.

The Entries: In our analysis of the results we find that we had 29 competitors over all the 12 events. Those competitors put in 100 entries (56 last Nats) which kept us all busy as quite a few were flying other free flight classes as well. That we were able to get in so many flights was directly attributable to the conditions that prevailed as retrieves were generally fairly short.

How they fared: Again an analysis of the results shows that Bernard Scott of SAM1928 flew in all 12 events and did well in most so is the uncrowned "Vintage Champ" (There is no Championship prize in Vintage classes at the Nats as it was specifically set up to be a low key type event, competitive but friendly). Runner up was Neil McDougall who was also the Contest Director for all events.

Now to some of the entrants, if your name isn't here please don't get too upset we will get you next time!

Alwyn Graves from Hamilton shall henceforth be known as "Thermalman" as he seems to have the happy knack of launching his models into thermals. His power job seemed right off song, but lo a few helpful thermals had it up and away for another max. He seemed to be able to do this quite regularly, and when asked about his secret, guessed it was that he was just surrounded by "hot air". I note that his luck deserted him when the Editor moved away from the area so maybe there's a clue in that.

Tony Taylor makes an immaculate model and knows how to fly them too. Placed 1st in OT power, 2nd in OT Rubber and 1st in Nos Glider. He did however get a fright on the R/C field when his Brooklyn Dodger didn't dodge hitting a car which didn't hurt it but bent the Dodger.

Bill Rouse has the dubious honour of having his birthday announced over the camp loudspeaker every year, but must be one our older competitors so is an inspiration to us younger lot. Flew OT Power, Precision and Rubber. Rubberman Paul Squires is another who makes immaculate models and confines his attention these days mainly to the rubber powered types. His attention to detail showed with a win in the flyoff for Nos Rubber and his 3rd in OT Rubber.

Martin Evans takes the prize for the most varied fleet have a look at the list below, I count 5 different types and I think the Miss Fortune X had a number of variations as well. Great stuff and in the spirit of Vintage to the max. It was good to have the Nats management team out at the Vintage R/C events they seemed to enjoy themselves even in the scorching heat and vowed that they would be back next year.

Contest Organisation. The system that has evolved over the past few years of timekeepers getting their watches checked on the field works well and does take a load of the Contest Director. Your Editor had the opportunity to taste first hand a bit of Contest Directing when he volunteered to do a morning stand at the R/C site on the last day, so as to extend the time for the 3 events held there. This was taken advantage of by about 6 of the 9 entries so was worthwhile. I now have a new found respect for the Contest Director, having to field queries on the rules, check times and even coach a few new flyers to the event was quite taxing. How the full time CD Neil McDougall copes is a matter for wonderment and we all should be grateful for his efforts. As Tony Taylor says Neil was bred out of Phar Lap (a famous racehorse down under) by Road Runner as he never seems to be sitting still, and he still smokes cigarettes!

The Models. This list was compiled by Neil McDougall and has been sent to our e-mail list.

Nos Rubber	Nos Power	Nos Glider	OT Rubber
1 P Squires Maxemaker	R Bain Jays Bird	T Taylor Bobcat	D Sutcliffe Challenger
2 N McDougall Urchin	A Graves Creep	B Scott Lucifer	T Taylor Lamb Climber
3 D Sutcliffe Boxall	G Thorpe Near Miss	D Harte Aiglet	P Squires Smith
4 B Scott Flip Flop	N McDougall Stomper	N McDougall Mad's Dream	C Murphy Senator
5 A Graves Urchin	B Scott Dixielander	T Harte Aiglet	J Malkin Voodoo
6 G Thorpe Bilgri Specialist	J Selby Stomper	A Graves Manny Andrade	N McDougall Lamb Climber
7 R Bain Marcus	M Evans PAA Hopper		A Graves Korda C
8	S Wade Y Bar		B Rouse Senator
9	G Main Stomper		B Scott Mercury
10			A Douglas Ajax
11			G Thorpe Akron Favourite
12			R Aird Blomgren
13			R Dalziel Senator
14			D Walker Gollywock

55th Nationals continued from page 4.

OT Power	OT Glider	OT FF Precision	OT Catapult Glider
1. T Taylor Zipper	R Anderson Archangel	B Scott KG 2	N McDougall Mayn '38
2. S Wade So Long	N McDougall Oreon	P Evans Diamond Demon	G Main Hervat '36
3. N McDougall Playboy	B Scott Satu	M Evans Flying Midget	J Malkin Vartanian
4. A Graves Strato Streak	D Sutcliffe Thermalist	A Graves Korda C	B Leeves Mayn '38
5. R Bain Super Stuff	P Evans Lulu	S Wade Powerhouse	A Graves Hugelet
6. P Evans Diamond Demon	B Leeves Saint	B Rouse Scram	J Selby Hervat '38
7. A Douglas Skyrocket	A Graves Mini Thermalist	A Douglas Skyrocket	B Scott Wallerstein
8. B Scott Strato Streak	M Evans Stormbird	C Murphy Simplex	
9. M Evans Miss Fortune X	T Taylor Korda		
10. B Rouse Scram			

OT 020 Replica	OT R/C Duration	OT R/C Precision	OT 1/2A Texaco
1. R Anderson Strato Streak	B Scott Playboy	M Evans Miss Fortune X	B Scott Playboy
2. B Scott Strato Streak	N McDougall Playboy	J Selby Cabin Playboy	A Sissons Lanzo Bomber
3. S Wade So Long	J Selby Cabin Playboy	B Scott Playboy	G Main Coronet
4. P Squires Strato Streak	M Brider Hepcat	P Stonell Simplex	J Ryan Simplex
5. M Evans Gas Champ	J Pfahlert Hepcat	A Sissons Buzzard Bombshell	J Selby Playboy
6. G Main Strato Streak	P Stonell Simplex	M Brider Hepcat	M Brider Coronet
7. C Murphy Strato Streak	J Ryan Simplex	J Ryan Simplex	
8.	M Evans Miss Fortune X	G Main Simplex	
9.	A Sissons Black Magic	J Pfahlert Buzzard Bombshell	

So ended another Nationals but one who had the luck to fly in it will remember well. Pictures from the event are on pages 6 and 7.

Gareth Newton Memorial 8/9 February 2003: Results

R/C 1/2 A Texaco			R/C OT Precision			R/C OT Duration		
1. G Main Coronet	1310	R Burling New Ruler	600	F Higgins Lanzo Bomber	652			
2. J Selby Playboy	1251	G Main Simplex	580	J Selby Vespa	330			
3. H Grocock Shrimpo	1130	F Higgins Bomber	576	G Main Flamingo	312			
4. F Higgins A. Pylon	914	H Grocock Miss Philly	559	A Sissons Black Magic	273			
5. A Sissons Bomber	760	A Sissons Black Magic	545					
6.		J Selby Vespa	350					

OT F/F Duration			OT F/F Precision			OT HLG		
1. N McDougall Lamb Climber	258	G Main Tomboy	202	H Grocock	Hervat '36	257		
2. T Tank Chief	213	G Lovejoy Sportster	183	I Trean	Hugelet '38	188		
3. G Lovejoy Lulu	173	J Selby Lulu	178	G Main	Hervat '36	152		
4. J Selby Lulu	144	F Higgins Minute Man	162					
5. G Main F A Moth	119	N McDougall Korda	84					

OT Cata Glider			Nos Cat Glider			Nos HLG		
1. G Main Hervat '36	290	N McDougall Winged Motors	241	I Trean	Mohican	187		
2. N McDougall Mayn '38	286	I Trean Rucie 2	205	G Main	Vie et Arme	146		
3. I Trean Hervat '38	243	G Main Vie et Arme	146					
4.		G Lovejoy Sonic	135					

Nos F/F Duration			OT 020 Replica		
1. N McDougall Yardstick	233	N McDougall Strato Streak	100		
2. J Selby Stomper	210	G Main Southerner Mite	85		
3. G Main Stomper	177				

See Pages 8 and 9 for full report. Right; CD Neil McDougall with his Korda which flew too well in Precision.



55th Nationals Pictorial



*Left:
Alan and Rose
Douglas in repose
by the Modelair
Skyrocket. The
only Spark igni-
tion model flown.*

*Right:
Your Ed. With his
Stomper and Mills
I.3.*



*Left.
Martin Evans with
his Flying Midget
OT Precision
model.*

*Right:
Martin with his
full size Thermal-
ist but found con-
ditions too light
for towing.
Impressive these
big ones aren't
they?*



*The Scott team of
Bernard and Sue
with the OT rub-
ber Mercury left
and Sue launching
the Lucifer in Nos
glider right, with
chase bike at the
ready (for Bernie
as Sue is the time-
keeper)*



*George Thorpe
packs the turns
into the Akron on
left, while right he
poses with the
Nos power Near
Miss*

*Photos by Neil
McDougall and
the Editor*





Left: Paul Evans of SAM 1928 launches his Diamond Demon used in OT Power and Precision.



Right: Ron Aird of Feilding prepares the Blomgren for OT Rubber.



*Left:
Tony Taylor of Wellington has that winning smile as with his Bobcat Nos Glider*



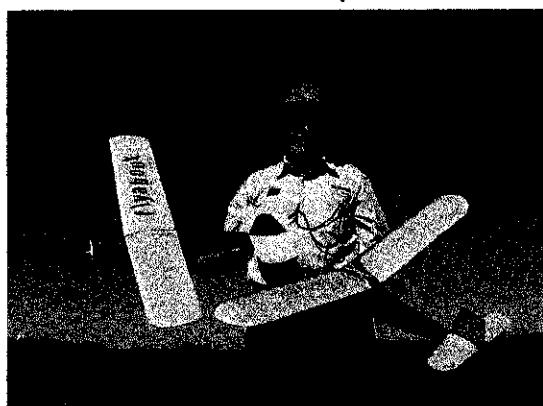
Right: Tony again with the Lamb Climber 2nd in OT Rubber.



*Left:
John Selby shows off his toned and tuned body while launching Neil McDougall's Nos Glider "Mads Dream"*



*Right:
Des Walker with his Gollywock for OT Rubber*



*Left:
Brian Crocker with his small diesel powered jobs. On the left a Flyabout and right a scaled down Trenton Terror. Lovely work and finish.*

Photos by Neil McDougall and the Editor.

Gareth Newton Memorial Meet 8/9 February 2003

From Graham Main



Henry Grocock of SAM 1928 with his scaled down Miss Philly IV, R/C Duration model

The Gareth Newton event at Levin is always a friendly affair, and although numbers were a little down this year the atmosphere was just tremendous. Following on from the Nationals we again had great weather so all events were flown. As in previous years any event can be flown over any of the two days, which is a good idea for a weekend do. The writer had been working to have models ready for each event (11 of them), but suffered a set back when he lost his 020 Replica at the Nats and his trusty Senator rubber job the weekend before putting in flights for NDC. Yes the Senator was lost after a 23 min flight in good conditions at the local field (yep you guessed it NO DT again). However the Replica was replaced with the Southerner Mite and replacement engine courtesy of Devon Sutcliffe and the Senator substituted for by an F A Moth..

The conditions on Saturday were good in the morning but breezy in the afternoon so most got some flights in early but waited till the next day to complete. With so many events to

fly I just worked my way through them flying with the Catapult and HL gliders in the lulls. Sunday for me was hectic as I had to fly the power models which I find unnerving (why do I ask myself) but all went OK, and I did complete the task I had set myself of flying in every event and no damage to any models.

Other well traveled contestants were Henry Grocock from SAM 1928 in Auckland and Frank Higgins and Terry Tank from Tauranga. Frank is recovering from a recent hip operation so confined himself to the radio events and small rubber. It was good of Terry to provide transport for Frank and also take part in the events with his KK Chief, I think he enjoyed the atmosphere and he was really enthusiastic with one flight of my Southerner Mite, (as I was too).

Henry had some models not seen often in a Shrimpo S3 for 1/2 A Texaco, full size as the original was a small job, A scaled down Miss Philly IV in R/C Precision using an ED Racer diesel for power and a full size Hornet with OS70 four stroke for Duration, all lovely jobs. His best effort, however, was with a humble chuck glider where he won with a '36 Hervat. One of the good aspects of this meeting is the exchange of ideas and this certainly took place as we discussed the potential to include events which the SAM 1928 fly in the Auckland area, a good meeting of minds in this area I think.

Sunday also saw the local Levin members out to once again repel the invaders and take away the extremely good prizes. As has happened so often in the past Bob Burling flattened us in R/C Precision with his New Ruler which he flies regularly as his Sunday sport model while Alan Sissons could not break through. However the visitors were not too far behind with yours truly and Frank Higgins in the places. Frank made the trip worthwhile by winning R/C Duration with his Bomber, John Selby coming in second with his new Vespa Italian design job. The writer's Jasco Flamingo with an OS 60FS up front managed a 3rd place.

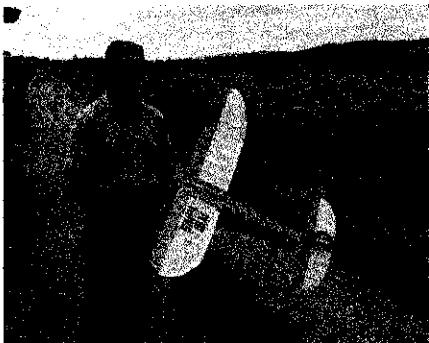
Contest Director Neil McDougall (who else?), meanwhile was getting in some lovely flights with his rubber jobs, great for OT and Nos Duration, but not for Precision, where a long flight gave him no points! Drat and double drat!

Graham Lovejoy came in from Feilding on the Sunday and had a good time with his Lulu, Sonic catapult Nos Glider, and the Modelair Sportster. The latter model provided the highlight of the weekend for me when it picked up a thermal about 1 metre off the ground and then spiralled up for an OOS flight, just magic for such a simple small rubber job. Yes he retrieved it OK.

John Selby is a dedicated man he came on the Saturday put in some flights but left early as he had a Triathlon to compete in at the Wanganui Masters Games. He returned Sunday happy with a personal best and continued with



Graham Lovejoy with his Lulu for OT F/F Duration.



Ivan Treen with his Snipe 0.75cc diesel powered

Continued from page 6

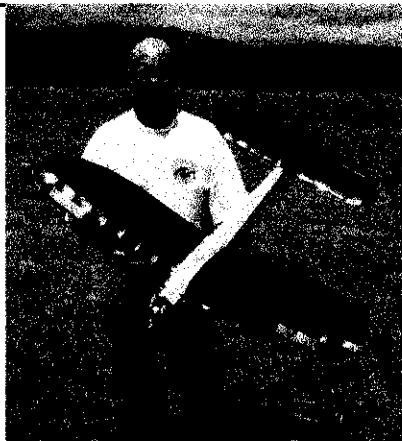
his flying to make good places in 4 events. I do note that he did not enter the HLG events however could be a threat there John!

My host for the weekend was Ivan Treen who loves those catapult models and made good times in OT. A balky motor in his Snipe OT precision model put paid to this entry but it looks a nice job for this style of event.

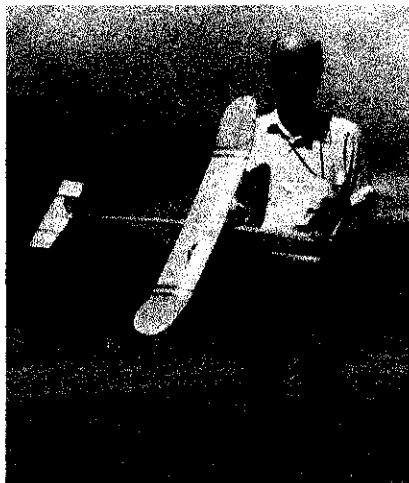
As noted the weekend was a relaxed friendly affair and an evening barbecue

hosted by CD Neil at his beach house added to that atmosphere giving us the chance to get to know each other better and find that we did have other things in common like Henry and Neil racing saloon cars on the old Levin circuit in the early 60's. Talk of the infamous "Cabbage Tree" corner where the Ed. used to watch the racing brought memories flooding back. As Neil said the old racers have now taken up aeromodelling! A great evening thanks Neil and Nan.

Then it was to the prizegiving where thanks must go to Gilbert Couper from Gisborne and John Ingram - Seal from Tauranga for supplying the wonderful prizes for the Gareth Newton event, those who don't attend miss out on these, but suffice to say it must be the best prize list of any event in the country thanks to these real gentlemen. Thanks also to the Levin Club for being such good hosts and providing the lunch time sausages and to Neil McDougall for the work involved in setting up the event for our enjoyment. Try to make it next year won't you. See Results Page 5.



John Selby with his new Vespa Italian job for R/C duration and Precision, yet to be decorated



Left. CD and general host Neil McDougall with the Yardstick winner of Nos. Duration.

Right Frank Higgins from Tauranga with the R/C Duration winning Lanzo Bomber



Right: The big 'uns. Henry Grocock's Taibi Hornet and Graham Main's Jasco Flamingo await to have the time in the air both around 8 foot span.

Left: Alan Sissons of the Levin club with his Black Magic. Cooks up a nice sausage to Thanks Alan.



Events Calendar

CPMAA VINTAGE R/C EVENTS 2003

1st R/C Champs

Sunday May 4th 2003

OT R/C Duration, OT R/C Precision
and OT 1/2A Texaco

2nd R/C Champs

Sunday September 21st 2003

OT R/C Duration, OT R/C Precision
and OT 1/2A Texaco

Both at Levin MAC Field

Tararua Road Levin

Contact Neil McDougall

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NDC VINTAGE EVENTS

March 9th	OT FF Power Duration
	Nostalgia FF Power Duration
April 6th	OT FF Precision
	OT 020 Miniature Replica
April 21st	OT FF Glider Duration
	Nostalgia FF Glider Duration
May 4th	OT R/C 1/2 A Texaco
	OT R/C 1/2A Texaco Scale

INTERNATIONAL POSTAL EVENTS

Lulu 2003 International Postal .

Bert Whitehead advises that the Lulu Postal is on again for 2003 with flight dates between 1st May and 30th September 2003. Eligible models are the original 50" Lulu Mk11 the 30" Lulu Baby or the SAM 1055 106 sq in. version. Permitted mods are auto rudder, DT, repositioned towhook ,strengthened main spar and mylar or film covering. 3 flights to 90 sec, if achieved 1 flight of 120 sec and then unlimited. First 3 flights must be made on the same day but the others may be made later. Longest flight prize as well.

Hilda Baker Tomboy Postal.

Nick Farley has the Tomboy postal on the go again this is for the longest flight by a Tomboy.

Any power mode Glo, diesel, electric, CO2, spark or rubber. Either the 36" or 44" version.

Flights between Jan 1st and July 31st 2003 count.

Hand Launch, unlimited engine run.

A time will only count if the model is retrieved, without using radio bugs. **A lost model invalidates the time.** No entry fee

For further details plans etc. for these events contact Graham Main at the address on the front page of this newsletter.

VINTAGE and NOSTALGIA Kits for sale.

The following Old Time and Nostalgia kits are for sale. All are full kits other than the Klarich, which are short kits containing no strip wood.

Old Time:

Hobby Horn	So Long	\$100
Hobby Horn	Comet Sailplane	\$150
Hobby Horn	Comet Zipper	\$100

AJ Advanced Hurricane	\$100
Klarich Foo 2U	\$ 25
Klarich Gas Bird	\$ 25

Nostalgia:

Klarich	Honey Bee	\$ 25
Klarich	Zeek A&B	\$ 25
Klarich	Zeek 75	\$ 25
Klarich	San de Hogan	\$ 25
Veron	Cardinal	\$ 50
Pogo		\$ 50

AJ Swat 250	\$ 50
AJ Swat 440	\$ 75
KK Slicker 42	\$ 40
BMJR Geef 250	\$ 50
BMJR Honeybee 275	\$ 50
Classic Air Berkeley Kiwi	\$ 75
Classic Air Berkeley Amazon 400	\$ 75

Plus freight or buyer collect:

Contact Devon Sutcliffe, 11 Canterbury Street, Karori, Wellington 6005

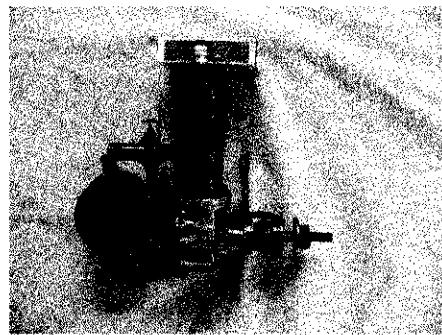
Phone: (04) 4769-883 E -Mail DANDEM.Sutcliffe@xtra.co.nz

Note: Devon also has some engines for sale see the NZMAA- News site on www.NZMAA.org.nz for details



SNIPPETS

- Oops made a bit of a blunder with Barry Cowley's **Lulu** scores the y were 90,88 and 17 secs your Ed added a few minutes to them! But get those Lulu's ready for this years contest Bert has sent out the call see page 8 for dates etc.
- While on the **Postal Event** bit New Zealand have already posted a few scores in the Hilda Baker **Tombay** postal, and talk is that a UK participant is going for a big tank and 10min engine run. Hope he gets it back. You Editors flew around 2 km on only 45 seconds with the Mills .75!
- **Catapult Glider Starter Packs**, will be available from Neil McDougall shortly. These will contain a selection of plans and details and will come as separate OT and Nostalgia packs. Free to those with e-mail but \$5.00 per pack posted. Contact Neil at the address on page 1.
- Sub editor Rees advise me that **Bill Brown** of Brown Junior fame has just died, sadly age is taking it's toll of our aeromodelling greats.
- The **Texaco** articles have turned up the whereabouts of the **Acme engine** won by the Auckland MAC. Fortunately it is still in New Zealand and in safe hands. A photo of the engine is at right and as you can see is in good condition. Another bit of NZ modelling history retrieved. Apparently it was gifted to the AMAC by Reg Truman to raise funds for the Club.



We have recently received a copy of the **SAM 35 No 12 Yearbook**. These yearbooks are edited by Peter Michel and are classics in the Vintage World. The latest No. 12 continues in the tradition and is a must have for the vintage enthusiast. The contents cover: Background on ATO, Veron and Skyleader kits. Potted histories on aeromodellers such as, H.E. Hervey, Richard Morgan, George Aldrich and Henry Struck. Details on models such as Warring's Cabin, Dutch gliders, the Civy Boy and Towners Kestrel.

Along with the articles are plans and at the end there are 52 plans of all types of model to suit every taste. A great read and a must for your aeromodelling library. For 8 pound sterling this book is a bargain. Available from R S Knight, 14A Enmore Gardens, East Sheen, London SW14 8RF U.K. (cheques etc to be made out to SAM 35)

MINIATURE REPLICA ... Time for a change??

Great to see those little Miniature Replicas screaming again into the clear, calm sky at our last Nats. It is now 25 years since I brought in a handful of plans from the USA and launched this class in New Zealand.

That was 1978 and we had up to fifteen entries at the Nats. in some of those early events.

Vintage has grown and changed a lot since that time and we now have an Old Timer power duration class for any size model/motor which is well supported. The American 'Cox' Company has changed ownership several times in the intervening years and the manufacture of those little Tee Dee 020's was discontinued a few years ago.

Do we still need this class? Should it be modified into something else?

Most existing Miniature Replica designs are around 150 sq. inches in wing area. My initial thoughts were that if we could raise the size of model slightly to accommodate the basic reed valve Baby Bee Cox's we might give this class a boost. Many of the initial 1/2A designs of the early 1950's (like the 1/2A Zeek) would go well with a Baby Bee or equivalent as they are only a little larger than our existing O/T designs. Most seem to be 170 - 200 sq. inches. Some of you may be aware of the Bee 40 class in the USA which utilises these little 049 motors in very simple F/F models aimed at the younger / beginner modeller. *Continued on page 12*

From Page 11

They encourage , for instance , the use of eye-dropper tanks which avoids the need to fit a timer . Even though Baby Bees are very common in NZ a major problem with this approach is that the glow-heads for them are now very expensive (\$18 !) and hard to get. My local model shop says that all Cox supplies are now very difficult to locate.

The NZ distributorship has recently changed so this may be a temporary problem or it may not . No doubt the market for Cox products has changed over the years and perhaps the company needs to revert to ' cottage industry ' ownership , rather than a subsidiary of a major corporate, before it relates to our F/F needs again ? Whatever happens and Cox products aside there are now many excellent small diesels on the market i.e. the PAW 55 and 80's which are easy obtainable and may be even more suitable . There have also been ' miniature replicas ' of larger motors produced in recent years. Opening up this class to other motors and extending the design period may give it a new lease of life. What do others think.?

Rex Bain

50TH ANNIVERSARY OF THE R6B: A CELEBRATION

The Background: from an article by Paul Lagan in the Feb '97 NZMAA Flier's World

One of New Zealand's most famous model designs is the R6B dozens of which have built in NZ and probably hundreds overseas. Allan Rowe came up with an innovative and appealing layout in 1953 and the publication of a feature and plan in a 1955 "Aeromodeller" made it an all time classic.

In a letter to Paul, Allan describes the evolution of the design from a single central fin to the twin fin and rudder that is one of the trademarks of this design. The original design flew on 1st June 1953 at Masterton with a central fin, as it only wanted to fly in a circle this was changed overnight to a twin fin design with a central rudder and flew successfully on 2nd June and was tidied up the following week before proving itself at Paraparaumu where a group including Les Wright the NZ R/C pioneer were enthusiastic about the design. The original had a Mills 1.3 for power, changed to a Frog 250 for spirited aerobatics. It was finally lost when fitted with the Mills going OOS after an hour. . .

The Celebration Event.

Date: Queens Birthday Weekend 31st May to 2nd June 2003. Any day but if possible, preferably the actual anniversary date i.e. Monday 2nd June

Venue: Decentralised, Fly at your own flying site (as per NDC events)

The model: Any version of the R6B. Plans are available through the AVANZ Plans Service (see address at front of this newsletter)

Power: any IC motor (no throttle but cut off is allowed)

Rudder and elevator control. (See below)

The Task: To fly a simplified Single channel schedule of the fifties.

Take off (Hand Launch OK)

Straight flight to marker 150 metres upwind

Turn over marker 90 degrees left and 270 degrees right completing turn directly over marker (direction may change to suit wind direction)

Straight flight back to take off area

Horizontal of figure of eight in front of pilot. (Stop engine if required and prepare to land)

Approach and landing on spot.

We suggest 2 flights the first using full controls, the second using rudder only. Of course you can use Single channel gear to be really authentic, (Wright gear preferred)

Report Back:

Date and takeoff time for each flight.

Duration of each flight

Whether schedule completed

Model details: Age, Engine and prop size, pusher or tractor configuration

Radio and controls used.

Send these results to;

Dave Mitchell, 217 Stanton Road, RD2, AMBERLY

Or e mail D.Ymitchell@xtra.co.nz

By 30th June 2003

REMEMBER THIS IS A CELEBRATION EVENT FOR A CLASSIC NZ DESIGN HAVE A GO AND FIND OUT FOR YOURSELF WHY IT HAS A GREAT REPUTATION

Winding up of AVANZ Inc.

It is that time of the year when AVANZ holds its Business meetings and AGM, which have had a little more significance than usual as AVANZ was to wind up its status as an Incorporated body. So for the information of our dwindling numbers here is the progress report.

At the Annual General Meeting, it was formally agreed to Wind up the Association as an incorporated body. There is one further step to take with a Confirmation of this winding up to take place on March 16th in Levin. Those current members will have received notification of this meeting by E Mail or by post as well as minutes of the AGM and the General meeting that followed the AGM.

The funds held by AVANZ (Inc) will be transferred to the new sub committee of the Vintage Technical committee to be known as NZMAA- AVANZ., and be used as before for AVANZ matters, such as the publishing of this Newsletter, AVANZ flying meetings such as the Gareth Newton meet and the like. The Plans Service will remain as a self-funding service.

AVANZ as a sub committee of NZMAA Vintage Tech Committee.

At an inaugural meeting of the “new” AVANZ it was agreed that the sub committee financial year be changed to be that of the Vintage Tech committee as a tidying up matter. The “new” AVANZ AGM was agreed to be held immediately after the Vintage Tech committee AGM at the Nationals each year.

Rules and recommendations.

The AVANZ sub committee can only recommend matters that have national implications to the Technical committee, but can make any changes to their own events or procedure.

Gareth Newton Meeting changes.

As the Gareth Newton event is an AVANZ event the meeting agreed to two format changes. These included

- A) The **dropping of Old Time and Nostalgia HLG** from the event, and
- B) The **combining of OT and Nos classes** into one event where the numbers warranted. This latter change is not allowed for in current NZMAA rules but be applied by AVANZ to their events.

Replica Classes

It was noted that the current rule book had the **engine size** as 0.5 cc. For **Miniature Replica**. This has since been checked with Paul Lagan who has confirmed that this was a typing error and the correct engine size is 0.55 cc so that it accommodates the PAW .55 and Dart diesels. So correct those rulebooks.

A proposal has been made to lift the model size and engine limit for **Nos Replica** to a 1/2A size model, as this was a more relevant class for the era. Rex Bain has an article elsewhere in this Newsletter covering this.

R/C Class A Texaco

This Class is popular in the Auckland region and it was proposed at the meeting that it be investigated for inclusion in the NZMAA rulebook. The Auckland group run their events to US SAM rules which seems to be satisfactory. These are for engine size between .05 and .20 cu in, Min wing load of 10oz/sq.ft, fuel allotment 14 ml (the Auckland group use Humbrol paint cans for this), must have Engine cut off, no throttle used in flight. 3 attempts for 2 official flights (not best 2 out of 3). Max flight time 15 minutes. Flyer may declare an attempt any time up to 4 minutes of flight time. ROG (though I understand Hand launch is used in the rough fields.) You may have a model that is suitable for this to give it a trial to see how you feel about it.

Combining classes at a National level

Currently the NZ rules do not allow for the combining of Old Time and Nostalgia classes in one event. In some cases this means that neither class is flown when the entry in each is low. It was felt that the Contest Director should be allowed the discretion to combine the classes in these cases allow a competition to be held. For this it would need to be clearly advised in the Contest meeting notice that this combination of classes would be available and the conditions in which this would occur e.g. less than 2 entries in a class

Bonus Points

The question was put as to whether it was appropriate to add bonus points to each flight in OT events. In particular it was felt that doing this in precision events was detracting from the prime aim of getting a accurate flight time.

Well quite a bit to digest there. Remember apart from the correcting of the OT Min Replica motor size and the Gareth Newton meet organisation the rest are discussion points. So lets have some Feedback on them

Graham Main. Secretary AVANZ



AVANZ 70 Page 2 Left:

George Bolt with his twin Pusher. Won a trophy at the Canterbury Model Aero Club in 1912 with a distance of 1200 feet plus.

R Bolt collection



AVANZ 70 Page 2 Right:

George Bolts petrol model 9 foot span 25cc engine R Bolt collection.



GARETH NEWTON MEET 8/9 FEB 2003

AVANZ 70 Page 5 Left: C.D Neil McDougall with his Korda which flew too well in precision at Gareth Newton Meet.



Right: Henry Grocock of SAM 1928 with his scaled down Miss Philly IV R/C Duration model



Left: Graham Lovejoy with his Lulu for OT F/F Duration.



Right: Ivan Treen with his Snipe 0.75cc diesel powered



Leftt: John Selby with his new Vespa Italian design for R/C Duration and Precision. Yet to be decorated.



Right: Frank Higgins from Tauranga with the R/C Duration winning Lanzo Bomber



Left: CD and general host
Neil McDougall with his Yardstick,
Winner of Nos Duration.



Right: Alan Sissons of the Levin Club with
his Black Magic.

55TH NZMAA NATIONALS DEC2002/JAN2003 Vintage Events



Left: Alan and Rose Douglas
in repose by the Modelair
Skyrocket The only spark ignition
model flown
Right: Graham Main with his
Stomper and Mills 1.3



Left: Martin Evans with his
Flying Midget OT Precision
Model
Right: Martin with his full size
Thermalist. He found conditions
too light to be able to tow the
model up.



Left: The Scott team of Bernard
and Sue with the OT rubber
Mercury. And left, Sue launching
The Lucifer in Nos Glider



Left: George Thorpe packs
the turns into the Akron while
right he holds his Nos. Power
Near Miss





Left: Paul Evans of SAM 1928 launches his Diamond Demon used in OT Power and Precision
Right: Ron Aird of Feilding Prepares his Blomgren for OT Rubber.



Left: Tony Taylor from Wellington has that winning smile as he did with his Bobcat Nos. Glider

Right: Tony again with the Lamb Climber, 2nd in OT Rubber



Left: John Selby shows off his toned and tuned body while launching Neil McDougall's Nos Glider Mad's Dream.

Right: Des Walker with his Gollywock for OT Rubber.



Left: Brian Crocker from the Roskill Club with his small diesel powered jobs. On the left a Flyabout and right a scaled down Trenton Terror. Lovely work and finish.



Right: the Acme engine that was the prize for the 1939 Texaco event won by Reg Truman for the Auckland MAC

